

Entertainments.

THEATRE ROYAL, CITY HALL.

Under the Distinguished Patronage of His Excellency the Governor Sir Wm. Robinson, K.C.M.G., and Sir J. G. G. G.

TO-NIGHT, (THURSDAY), 17th October, CHEVALIER DE KONTSKI, Court Pianist to the Emperor of Germany, and the only living PUPIL OF BEETHOVEN, will give a

Grand Pianoforte Recital.

Assisted by: HONGKONG'S MOST PROMINENT AMATEURS.

Doors open at 7.30 p.m. Concert to commence at 8.15 p.m.

Prices, \$2.00 and \$1.00.

SEATS can now be booked at Messrs. W. ROBINSON & Co.'s Music Warehouse, Hongkong, October 17, 1895. 1895

Notices to Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES. FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship *Gaelic*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Underwriters before Noon on the 21st Instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Instant, at 3 o'clock p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st Instant will be subject to rent. Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day (Tuesday), the 16th Instant, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriters. Goods remaining unclaimed after To-day, the 21st Instant, at Noon, will be subject to rent, and landing charges. All Claims must be sent to the Office of the Underwriters before Noon on the 21st Instant, or they will not be recognized. All Damaged Packages will be examined on Tuesday, the 22nd Instant, at 3 p.m. No Fire Insurance has been effected. C. TOWNSEND, Acting Agent. Hongkong, October 16, 1895. 1922

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

Under the Distinguished Patronage of His Excellency the Governor Sir Wm. Robinson, K.C.M.G., and Sir J. G. G. G.

SATURDAY, 19th October, 1895.

THE IMPERIAL CHING LING FOO TROUPE OF WONDER-WORKERS, will give

TWO PERFORMANCES on the above date, at 4 o'clock.

Prices for Afternoon Performance:—Children and Adults, \$1.00. To all parts of the Theatre.

Prices for Evening Performance:—Dress Circle and Stalls, \$2.00. Back Seats, \$1.00.

SEATS can be booked at Messrs. W. ROBINSON & Co.'s Music Warehouse, Hongkong, October 17, 1895. 1941

Ocean Steamship Company.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Prism*, Captain C. Jackson, will be despatched as above on TUESDAY, the 19th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 17, 1895. 1938

MILBURN LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Port Phillip*, Capt. GARY, R.N., will be despatched for the above Port on or about TUESDAY, the 20th Instant.

For Freight or Passage, apply to DODWELL, CARROLL & Co., Agents.

Hongkong, October 17, 1895. 1899

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHOW, HANKOW and Peking on the YANTSEI).

The Co.'s Steamship *Canton*, Captain SELLAR, will be despatched as above TO-MORROW, the 18th Instant, at 4 p.m., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, October 17, 1895. 1930

FOR SHANGHAI.

The Steamship *Felony*, Captain H. KOLBE, will be despatched for the above Port on SATURDAY, the 19th Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, October 17, 1895. 1938

FOR TIENTSIN.

The Steamship *Reichling*, Captain WATKINS, will be despatched as above on MONDAY, the 21st Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, October 17, 1895. 1942

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Steamship *Kwai-tung*, Captain HARRIS, will be despatched on MONDAY, the 21st Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 17, 1895. 1923

FOR VLADIVOSTOK.

VIA SHANGHAI, CHEFOO AND NAGASAKI.

(Taking Cargo at through rates to KOREAN PORTS).

The Co.'s Steamship *Sagami Maru*, Capt. M. CURNOW, will be despatched as above at Daylight, on TUESDAY, the 22nd Instant.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, October 17, 1895. 1936

OCEAN STEAMSHIP COMPANY.

FOR SAIGON.

The Steamship *Dezhnev*, Captain BAKER, will be despatched on TUESDAY, the 22nd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 17, 1895. 1937

Occidental & Oriental Steamship Company.

FOR JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

ATLANTIC & OTHER CONNECTION STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, and Yokohama) ... TUESDAY, Nov. 5, at noon.

Belgic (via Nagasaki, Kobe, and Yokohama) ... SATURDAY, Dec. 7, at noon.

Belgic (via Nagasaki, Kobe, and Yokohama) ... THURSDAY, Dec. 19, at noon.

The Steamship *Gaelic* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 19th Instant, at Noon, connection being made at Yokohama with Steamers for San Francisco.

Steamers of this line pass through the Inland Sea of Japan and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to San Francisco, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of Great Britain, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked in address in full, and same will be received at the Company's Office until 3 p.m. of the day previous to sailing.

Consular Letters to accompany Consignees to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Consignee's Office, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. & VAN BUREN, Agents.

Hongkong, October 17, 1895. 1899

Vessels Advertised as Loading.

Destination	Vessel.	Agents.
Amoy and Tamsui	Continental (s).....	Douglas Lapan & Co.
Dolagoa Bay & Natal	Yanariva (s).....	Gilman & Co.
London	Ancona (s).....	P. & O. S. N. Co.
London, v. Suez Canal	Dardanus (s).....	Butterfield & Swire.
London, v. Suez Canal	Hanover (s).....	Jardine, Matheson & Co.
London, v. Suez Canal	Prism (s).....	Butterfield & Swire.
London, v. Suez Canal	Kaiser-i-Hind (s).....	P. & O. S. N. Co.
London	Bombay (s).....	P. & O. S. N. Co.
London	Formosa (s).....	P. & O. S. N. Co.
Manila, via Amoy	Shanghai (s).....	P. & O. S. N. Co.
Manila, via Amoy	Esmeralda (s).....	Shewan & Co.
Manila, via Amoy	Oceanic (s).....	Messageries Maritimes
New York, v. Suez Canal	Port Phillip (s).....	Dodwell, Carllil & Co.
New York	P. N. Blanchard	Arnholm, Karberg & Co.
New York	Adam W. Spies	Carlowitz & Co.
New York	Wandering Jew	Siemssen & Co.
New York	Engelhorn	Butterfield & Swire.
New York	Matador	Arnholm, Karberg & Co.
Portland (Oregon)	Mount Lebanon (s).....	Shewan & Co.
San Francisco	Devothruhr (s).....	Butterfield & Swire.
San Francisco, v. Suez Canal	Port of Rhodes (s).....	Pacific Mail S. S. Co.
Shanghai	Gaelic (s).....	O. & G. S. S. Co.
Shanghai	Poigang (s).....	Siemssen & Co.
Shanghai	Kwaihai (s).....	Butterfield & Swire.
Shanghai	M. P. (s).....	P. & O. S. N. Co.
Shanghai, v. Suez Canal	Prinz Heinrich (s).....	Norddeutscher Lloyd.
Shanghai, v. Suez Canal	Canton (s).....	Jardine, Matheson & Co.
Shanghai, v. Suez Canal	Ochleydra (s).....	Jardine, Matheson & Co.
Shanghai, v. Suez Canal	Faiching (s).....	Jardine, Matheson & Co.
Shanghai, v. Suez Canal	Kooyang (s).....	Butterfield & Swire.
Shanghai, v. Suez Canal	Esmeralda China (s).....	Shewan & Co.
Shanghai, v. Suez Canal	Shanghai (s).....	Nor. P. & S. & R. Co.
Shanghai, v. Suez Canal	Siam (s).....	Simpson & Lapan.

The Church Missionary Society telegraphed a few days ago to Archbishop Welf at P'u-shan to inquire which of the 14 missionaries who had been appointed to sail for that mission this autumn might now be safely and conveniently sent. The reply has now been received, 'All come.' This apparently means that the K'o-ken province is quiet, and that any stations which may have been temporarily left can be at once reoccupied. The society, however, proposes still to detain the ladies of the party, who would be new to China, until further assurances come to warrant their being sent.

It ought to be made known that when anybody wants to know anything, all that need be done is to ring up the *China Mail* on the telephone. Be it some point in the last election, or a steamer that nobody knows anything about, or the closing of a mail that everybody can ascertain by taking the trouble to read, or an abstruse meteorological proposition, or the date of anything, or whatever year is this?—whatever be the question, it gives us great pleasure to have the satisfaction

BALLAD concerts have many points to commend them. They bear somewhat the same relation to classical concerts that ordinary, enjoyable bicycle ride bears to record-breaking contest; for ballad concerts while they do not aim primarily at raising the musical standard higher than it has been before, none the less contribute to the result, and at the same time involve no excessive strain on either performers or listeners—except when resident away from Mount Austin, since Mount Austin is so far away from everywhere. However, there was an excellent attendance at last night's concert, in aid of the funds of the B. & V. Society; and the programme was equally excellent. Mr Goffe gave two vocal solos, in which he exhibited wonderful power of expression and beauty of tone. It is seldom indeed that such a musical gift is provided, and we can only hope to meet more of our Canton visitor. Both parties were enthusiastically applauded, and Goffe kindly responded with scores pieced off the ballads, the most popular was whistle and 'I'll come to you, my lad.' 'Vallings, delightfully arch and captivated. It is impossible to recall, Mrs Vallings 'Willie's' game to Melville Castle, quite sweet and tautful. Mrs Marten was heard her very best in an old German ballad which just suited her lovely voice. Craddock and Mrs Cox sang a duet, 'Night, well blended; and Mrs Craddock the old favourite, 'Killarney' with feeling. Mrs Lammert had a particularly beautiful song, 'The dream of golden years' which was most deservedly applauded and echoed. Mrs Dowler also more than merited applause accorded for her touching recitation of 'The promises of life.' Mr Gorman appeared twice, in 'Phyllis' 'Songs of Araby,' with considerable success, and Mr Lockhart brought down the house with 'The banks of Loch Lomond' which the audience took up the chorus in unison and insisted on an encore. Debators Mr Lockhart was heartily welcomed in the ranks of local vocalists, and it is hoped he will not hide his light under a bushel any longer.

We have, unfortunately, no immediate prospect of enjoying a trip to 'The Continent,' but to those who are contemplating 'the grand tour' we have no hesitation in recommending the Tourist Guide to the Continent compiled by Percy Lindley for the Great Eastern Railway Company. Clearly printed in sharp, clean type, and profusely illustrated, it is a marvellous expense worth. It is not quite a new publication, but has undergone improvement and enlargement. Among its fresh features are a series of Continental Maps, a special chapter on 'Holland and its Exhibitions; and Excursions round Amsterdam,' and a chapter, 'Dall Useful Information,' giving particulars as to the cost of Continental Travel. —A fitting accompaniment to the Guide is a smaller but equally useful 'Walks in Belgium,' with some fishing and boating notes. It is well supplied with maps and illustrations, special information being provided for cyclists. There is a short chapter on the French Ardennes.

EXECUTIONS AND PUNISHMENT OF BROTHERS
A special telegram from Peking to the *Chinese Mail* (*Wah Tse Yat Po*) states that on the 14th instant an Imperial Edict was issued announcing that of the twenty-three criminals found implicated in the Chengtu riots, six have been executed on the spot and the rest, seventeen in number, will be banished as a warning to others. Besides this, eleven minor officials have been named for subsequent punishments. Luh Chom-lin, Governor of Sze Chuen, is instructed to extend special protection to the mission volunteers.

**A FOOTNOTE TO HISTORY—SIR
BALLIDY MACARTNEY.**

To the *Editor of the "China Mail,"*
Shanghai, 15th January 1897.

Sir,—In your last Saturday last, I
noticed that 'Browne' dub's Sir Ballid-
dy Macartney an 'Irish Knight. Thanking
'Browne' very much for the implied com-
pliment, it yet cannot be accepted by Irish-
men but, presuming that 'Browne' had
had him over to him unreservedly, along
with all the distinction that accords to the
possession of such a compatriot. Sir Ball-
dy is a Scotsman,—and a stanch one. It
there appears to be much in stress of
fact that Sir Ballid dy Macartney, who
threw on his antecedents may not be irri-
sented at this. As 'Dr' Macartney
made his debut in China about the year
1840, as Surgeon of the 96th Regiment, and
with him accompanying the expedition to the
North; and as soon as the war there was
over, he got himself attached to the 5th
Victorious Army, Ward being in command
With Ward's successor, Burgin, Macart-
ney had serious trouble on account of an
oral or alleged act of disloyalty in the
presence of the Emperor, and was dismis-
ed of his way. All the storm passed over
it was generally said that had they met
him in the street, he would have been
drift would have been of the shortest, as
at least one man in Shanghai does not he-
sitate to say that he would have been
drifted off the face of the earth. The 5th
Victorious Army, he attached himself
to the Chinese, and was taken up by Tse-
Kew-fan, who at the time was Viceroy of
Nanking, with he establishing an army
of which Macartney was placed in com-
mand. He was afterwards made a very
creditable state of efficiency. He remained
with Tseng's successors, acquiring a perfect
command of Chinese, and becoming to
intents and purposes a Chinese subject
submitting to Chinese laws, and taking
Chinese wives, many of the daughters
of a Chinese official by whom he had a
family, one of his sons was lately in Hong-
kong. She is said to have died, and when
the Mission to England was decided on,
he was sent to England, where he has since
has been in England. Why the British
Government distinguished him by giv-
ing him an imposing title is one of those
moral emblems that they appear to
delight in. His ability is unquestioned,
and his loyalty to his country and his
adherence into the Chinese question and
clamour he manages to throw over
subject is most regrettable.—Yours,

SUMMARY JURISDICTION.
(Before His Honor Mr. A. G. Wm. Peaine Judge.)
Thursday, Oct. 17.

ALFRED MALINDON PROSECUTION.
Lyeung Cho, blacksmith, 10 Upper Lee Row, claimed \$1000 from Cheong Tin contractor, carrying on business at 10 G Street, under the style of Kwong Yee, malitiously procuring a false indictment against the defendant, charged on 24th June, 1896, giving the plaintiff custody, and having, without reasonable probable cause, charged the plaintiff be the Police Magistrate with felony, was charged was dismissed on 31st January.

Mr. H. L. Dennis appeared on behalf of the defendant, and **Mr. J. A. Rogers** for the plaintiff.

The case was partially heard on a prior date. The examination of witnes

The steamer *Sihon* (Captain Murphy), which arrived from Saigon last night, reports that on the 2nd inst., when on the voyage from Swatow to Saigon, and in lat. 19.55 N., long. 114 E., she sighted a distressed junk. Bearing down upon her, she found the *Sihon* picked off the crew of ten Chinese in a very exhausted condition. They hailed from Chun Chu, and had been drifting for eight days, having been caught in the typhoon of the 25th September, when the junk was completely gutted. When rescued they had been three days without water, and some of them could not have survived many days. They were treated very kindly by Capt. Murphy and his crew, and on arrival at Saigon, Messrs. Suan Soen On, Messrs. Bradley and Co.'s residents, raised a subscription amongst the resident Chinese which will enable the junk's crew to be forwarded to their homes. They are present on board the *Sihon*, and will probably be sent on from Hongkong. The junk was set on fire and scuttled, as she was a danger to navigation.

EXPERIENCES OF THE LYAUDET FAMILY.

The *Courier d'Haiphong* publishes a long interview with M. Lyaudet, who has, with his wife and daughter, just returned to civilisation after six months' sojourn among the brigands on the Tunkin border. A band of 20 or 25 natives in a sampan reached the Lyaudet residence, near the Kuba mines, on the 24th April last, surrounded the house at dead of night, and seized the inmates suddenly while asleep. M. Lyaudet had a revolver but was unable to use it, as the firing of a shot would simply have meant that the pirates would have massacred all their prisoners, so he threw away his weapon. They were then bundled into the boat, where a number of the pirates literally sat on them to keep them quiet, while others kept firearms pointed at them. As the sampan hurried away it was almost run down by a small steamer of the Messageries Fluviales coming from Mou-ay; but the captives could not declare themselves. At daylight on the 25th the boat approached some low-lying land, where at the mouth of a small stream a Chinaman was drawing water with two buckets. He was evidently on the look-out, for after exchanging a few words the pirates landed with their captives, and made them march, in night clothes, bare-headed and bare-footed, through the jungle until noon. They camped for the night on a hill-top from which they were shown Kébo and Port Wallet in the distance. At night they marched again, passing the next day hiding in ravines where not a word was allowed to be spoken, and the slightest sound caused anxiety among the pirates. For three days more they went on thus, the course being through trackless jungles, where they had to force themselves through the boughs of trees; and on the 30th they reached the pirates' lair, and saw the whole band of about

there was absolutely no hope of ransom, their attitude to the prisoners became more and more menacing and intolerable. The chief and his officers decided to murder the prisoners of hashtrun. How many of the pirates were killed in the fighting they could not count. The "comprados" disappeared, and a better one replaced him, kinder and more diplomatic. Before daylight on the 1st August the chief suddenly came to see Layduer, the chief of the "comprados" from the French, for he was much as from the French, for while creeping stealthily through the jungle they actually came within sight of the French soldiers and officers in uniform. With wonderful skill, Thien-apsai got his party right through the French lines, sometimes crawling in the grass a stone's throw from the enemy. In the night, M. and Mme. Layduer were terrified by losing their daughter Sarah, who was taken away as a diplomatic move, to impress them. It was then proposed that the father and mother should be released, and the child, a boy, aged 9000, leaving the little girl for security for payment; but this the parents indignantly refused, the attempt was abandoned and the child returned to them. On the 2nd August they crossed the border into China, passing through virgin forest, and the Chinese people even in Indian life, over the region known as the "Hundred Thousand Mountains." In one place they encountered a solitary Chinese woman who was a Christian and wore a scapulary, the robe of a Roman Catholic order. They took a letter from her, and the chief fled and a letter from the Indian to reply. They were kept until the 13th Sept., living most of the time on a few grains of wild maize and grilled rat. Various proposals were

with and children. All were fruitless. On the 13th they began to descend from the hill tops, a descent which was completed by 8 o'clock. Then Lyau-tai was separated from his wife and child and was told that he was to be sent to Monney to get the \$200,000, with a guard of six men. But, on the 16th he was arrested by the British, and, after being appropriated to the cause of despatch, seized a knife from a pirate and tried to kill himself. This induced the pirates to drop the plan of separating them. They were now in China, in a rich and populous region, and the pirates and Chinese were ready to begin the march; but on entering a big village, the Chinese commander (mounted on a horse) kept the two bands apart. A few shots were fired, either as a salute or as a pretence at fighting, and then a Chinese temple. Two mandarins sat on a dais, and the Lyau-tai were made to *kowtow*. A mandarin gave one of the pirate chiefs five dollars. That night the captives went on the march again, this time with the Chinese troops. The Lyau-tai pointed to their release and return to civilization. At about ten o'clock the Chinese captain said it was too dark to go on, and he called a halt to wait for moonlight. While they were waiting, three or four swooped down on them with great noise. The Chinese disappeared in a twinkling, a chain of guard. However,

went on until General Su's place was reached. Here at last the Lygandets got decent food—European—and clothes in place of their horrid rag. They were exceedingly satisfied by Su. Of the other Lygandets, only two were left—Gustaf, the tall, thin, blond, and M. Bidel, an Italian. Su gave a champagne lunch, and the return to civilization commenced at once.

Tha happy ending of the Lygandet incident is regarded as a money-making scheme, and the Lygandets are to be paid such a sum as will satisfy them by abducting Europeans in Turkey; for the French Government has undertaken that no more ransoms shall be paid. But it is a moral certainty that the ransom was paid after all—by Su or some of his people—and the Lygandets still have a good deal of money.

DEATH OF THE QUEEN.
(Special Telegram From Our Own Correspondent.)
Shanghai, Thursday, Oct. 17,
6.22 p.m.
The dead body of the Queen of Corea
has been found at Seoul.

REGISTERS RECEIVED
[SUPPLIED TO THE 'CHINA MAIL']
LONDON, October 15, 1895.
TURKEY AND THE POWERS.
The Sultan accepts the Armenian reforms in principle, but declines to put them in force at the moment, because it would appear that he was yielding to pressure. Under these circumstances, the outlook is considered as more hopeful in Constantinople.

THE FRENCH IN MADAGASCAR.
Paris, October 10.
After a brilliant engagement before Antananarivo the town was occupied on the 30th September. For some days, and some days, the General Mielingher was nominated Governor of Antananarivo.
M. Ribot has asked to General Duchesne and to the two big ejahajas of the Republic, and has nominated General Duchesne a Grand Officer of the Legion of Honor.
The Cabinet will ask for the creation of a Madagascar medal for the troops.
Paris, October 11.
France will establish a strict Protectorate over Madagascar, will release the Queen, and will send a mission to Antananarivo.

success in Madagascar.

ITALY IN AFRICA.
The Italians at Massawa have begun a campaign against the Sultan Aliis (Monsi), Negus of Abyssinia.

(Siam Observer.)

THE NEW GRANI VIZIER.
LONDON, October 4.
Kamul Pasha, who is to be an exceedingly able man, is an Anglophil, has been made Grand Vizier.

A SUCCESSFUL EXPEDITION TO ROMANIA.
LONDON, Oct. 4.
Eighty blue-jackets, sent on board from H.M.S. *Blonde*, had a completely successful attack on the Chief encampment, but is being pursued by the native brigade.

(N.-C. Daily News' Correspondent.)
September 20

things are going on about as usual at this important. There seems to be some apprehension on the part of the Total of considerable trouble when the Japanese are to be present in the port in great numbers. Judging from the temper of those with whom we conversed those who first come aboard carry heavy life insurance or are escorted by gunboat or two. The more patriotic in the region are not so easily won over. They are not so friendly with the Japanese, and would rather shun them at them if the odds were considered in their favour. There is no question of the feeling against the Japanese is stronger than against other foreigners. In the case of the United States, the feeling of nationality would be in danger. Not so the foreign community seem at all anxious. Our minds were kept on the train several weeks, but the summer has passed off quietly and there is no indication

around the streets to beat gangs and to force foreigners on pain of being arrested and engaged. The Taoist has furnished the commissioner of Customs with a score of letters asking him to escort him to the streets on the streets. However, these are prudent precautions. There is really no present danger. All branches of mission work are carried on as usual. A family is known to have been killed by a mob of rioters, but the ladies who were there at the time that danger was apprehended on account of the riots further up river. At present the C.I.M. missionaries are working peacefully and without hindrance.

There is still considerable feeling which is likely to entirely subside as long as the missions, etc., remain undisturbed. The people have been very much excited for a long time by stories about the Chinese being taken to foreigners. We hear that at five men were executed a week ago for taking part in the riots. Whether they were ringleaders or only insignificant followers, we have not yet learned. The receipt of the papers giving the details of the riots.

[illegible]

... who, like that great Shanghai meeting, it
 evinces a righteous indignation and urges to
 quick and proper action. How would it seem
 anyway, to have a Minister who was a real
 leader in sentiment and action, instead of
 sitting there when suddenly provoked by
 some of our people, to be represented by
 a man like Consul-General
 Jerolome, whose lungs are still inflated with
 free American air, and who has not yet
 helplessly succumbed to the deadly charms
 of my Chinese diplomat? How like
 the selfish of our people, that would
 have the Captain of the *Detroit* flustered
 handemely. Imagine one of our Ministers
 using the 'gunboat policy' with so much
 denision and effect. The very idea fair!
 take one's breath away.

and Americans in China to-day. We will try awake to the importance of getting inside of the *gender* and thorough cleanse this world's sink of iniquity?

CHINESE ANTI-FOREIGN POLICY.
Have the Chinese any sub thing as a formulated anti-foreign policy? Beyond question they have.

[illegible]

oials first, and next to them the laborers; they are in position to work the thing; the others are incommensurate. The laborers are behind the scenes where the drama acts. The fact that the ropera in Canton Province and Szechuen Province, so far apart, are being worked in harmony discloses a common plan. This year a mass may be in effect.

It is a pity holding the ruins in the province. A aim is feasible and easy.

THE AIN OF THE POLICY.

It is to withdraw the foreigner. To keep him from getting any more than he has already; to prevent him from getting into China; to prevent him from getting into China; to prevent him from getting a hold on their sources of wealth; to keep out Western notions and ideas; to maintain the

[illegible]

English and other Western nations. The ironclads were for the same purpose; and the Hong-Chang's armies also were for the same purpose, but that was not the reason why the latter was the south to be neglected. Then the lines might begin to be tightened; meanwhile foreigners were to be kept from getting any advantage. Viceroy entered into a combination and the members of the cabinet. Yamen backed them up. Merchant might be started, but foreigners must not be taken in as partners; mines might be opened, but foreigners must not become shareholders. It was to be China for the Chinese. In making new treaties and new regulations, the great essential of the limitation of foreigners must never be lost sight of. The opening of new ports was not to be considered possible. Thus the order was to check up the foreigner and break his forward movement, and then to begin to crowd back and regain some things already supposed to be lost or conceded in the recovery.

It was to be overlooked. Pretence must be sought for at Peking and at the capitals for declining audiences, for procrastinating business, for not acceding to requests. So things went on from year to year, until the foreigners began to feel that they were fast as they considered themselves growing in safety. A tone was adopted at Peking—a snobby, half-contemptuous tone of times—a betrayal of indifference quite sufficient to show what was mulling below the surface.

Then the fleet on the Chinese. They gave the French a check in Tientsin; they worried them with their Black Flag guerrillas in Formosa; they held their ironclads at bay in the Canton river by their emergency for expedition. They were so pleased that they began to think their own time was not far away; from that day on and on their manner became more confident. Besides they now had foreign lawyers in their pay and could get newspapers for their own use. They were well trained, as they looked at it, and could begin soon to dispense with the Western Man altogether.

the foreigners. This has been going on for a quarter of a century with great assiduity. It has been a huge undertaking, but it has been managed with consummate skill and adroitness, and has been successful in certain localities more than in others. If anything has not gone right the Officials have dexterously put the blame on these foreigners. The Literati have been busy in the same line. The Customs dues were collected by foreigners, and went to the use of foreigners. They said: 'Why should such a thing be?' It is because we Officials cannot help our selves!—the hated foreigner is so exacting

has special indulgences shown him in trade? Is he greedy and wastes everything for himself? Is he avaricious? Can he have any other consequence? Besides he is rough in his manners, "some of his men get drunk and knock our people right and left, and that too on our own soil." If you have never been in a treaty port, go and see for yourself when you go to the coast. You will find that you will get a clout on the side of your head for presuming to want half the way in a city that is your own.

Then the placards,—and the pamphlets,—and the libellous stories told about foreigners,—these all order in to help avenge the ill-will, and these fasten on the foreigner as the cause of all our troubles. The Government of Officials and Literati.

Of course opposition to missionaries has

Be checked at all points on that account. They were the venturesome ones who would lead the way. The methods taken to beat them back, as well as to hinder them from getting a foothold—the manner in which they availed themselves of aid and comfort from Consuls and Diplomats unfriendly to missions and an account of twenty-five years' conflict, all this forms a chapter by itself, but it is a chapter only in the history of the great anti-foreign movement of the

junior for all it was worth, and for far more than they would have done if they had not the backing of so many merchants and Editors who seemed marvelously oblivious to the real situation.—W. A. in the *Kobe Herald*.

THE DANGEROUS LITERATURE.

Writing about the middle of September, the Shanghai correspondent of the *N.-O. Daily News* says:—

our province, and some 900,000 people about the same time. The Japanese propaganda stations are being industriously circulated in our cities, with illustrations, which are sold for 10 cents a set, even in the drummer-van and under the very eyes of the officials. I give here a hasty translation of one paper that has been circulating in the city.

The strifes of China and Japan fought until the third month (of the present year). After peace had been declared, China headed Formosa over to Japan. Unexpectedly the Formosans did not want to be handed over. The Japanese were there and their soldiers started to march from the fourth month till the last of the first fifth month. Formosa's Commander-in-Chief, Liu I fought more than 80 battles. In one word, the Japanese did not win a single

Japan sought help from Western nations, England, French, American, and Russian. Each country responded favorably the sixth day of the second fifth month. Each country and Japan had 30 iron battleships and 40 destroyers. The three allies had 60 iron battleships and 80 destroyers. All told, 60 iron battleships and 80 destroyers were there. They went to Tsushima and Aomori Bay and fought a battle. General Liu by the use of strategy began the contest six days outside of Aomori on the sea, on the sixth of the month in the evening. Suddenly he started up on the surface of the water with his fleet of ships and ordered them to open fire upon the enemy's fleet. He wanted to see the result first. But General Liu's marine underlings on the water found few of the ships with iron chains, so that they could not stir them. On the seventh of the month the fire ceased for the foreign ships and soldiers were all burned up.

"The battle was like the ancient 'Red wall of Hsi' battle. Immediately after

... They immediately captured Chungking, Taipeih, Hankow, and many other places. They also captured Japanese without number. The Japanese people of all kinds were killed and wounded in immense numbers. From such a calamitous Japan cannot be at peace in a year. Sent from Tientsin. Kiang H-t, 1st year, 2nd fifth month, 28th day.

EIGHT DAYS ON A DESERT ISLAND.
George E. Wilson, an American seaman,

ry of the adventures which befel him to
sight' southward of the Korean Islands.
says he left Bienco Ayres last March
command on board the cutter "Albatross,"
and was accompanied by Captain Robinson,
along with the natives along the Korean
 coast. The barque arrived at Bonin Island
 the end of April, and there they secured
 fresh supply of water, and took on board
 some experienced hunters, and then pro-
 ceeded to hunting the walrus and sea lion.
 They went there for the Korean Coast, and
 landed at several of the islands, where they
 succeeded in capturing a number of walrus
 and sea lions. Whilst cruising round the
 islands, they killed one day a large
 quantity of fur seals, and succeeded in obtain-
 ing 200 skins. Whilst engaged in this
 work, one of the boats, in which were Wil-
 son and a number of his shipmates, was
 seized by the walrus, and the crew were
 killed, but were rescued by another
 ship's boats. After this Wilson fell
 sick, whereupon several of the crew, believ-
 ing him to be malingering complained to the
 captain, with the result that he was dis-
 missed from his command, and, notwithstanding
 his protests that he was suffering
 from fever. By the time the barque reach-
 ed the northern part of Corea, however,
 Wilson was almost recovered, and was able
 to take duty as usual. One day he was
 ordered to go ashore, and was accompa-
 nied by Wilson in charge, with
 six Chinamen as oarsmen, his orders being
 to land on one of the islands for the pur-
 pose of ascertaining whether any walrus
 or seal were to be found. They landed
 about a boat's length and a half miles from
 the island. Whilst running the boat
 where it was brought down on some jagged
 rocks, and its bottom was stove in. Seeing
 that it would be useless to try and explore
 the island under these circumstances, the
 captain ordered the barque, which appeared
 to be answered as though the captain un-
 derstood what he wanted. At any rate,

The water was smooth. Wilson and the two Chilians, in compliance with his instructions, then proceeded to take a survey of the island, and came across one of the biggest shoals of walrus they had yet discovered. The three men then returned to where they had landed for the purpose of acquainting the captain of the ship with the news, but were considerably dismayed to find on their arrival that the barque had apparently put out to sea and was not to be seen. Wilson's contention is that it was all a pre-arranged affair to get him off the ship together with the two Chilians.

The three men then collected all the provisions in the boat and they had sufficient to last them for a week. Wilson had also in his possession a Winchester repeating rifle, and as there was a large quantity of driftwood on the island they lit fires in order to attract the attention of passing vessels. For a long time no craft came, but on the eighth day a schooner was considerably alarmed until on the eighth day they espied a strange-looking craft, which they conjectured to be a fishing junk of some kind about three miles away from the island. Their signals were observed and answered, and the boatmen saw they were on the point of board the strange craft, which turned out to be a Japanese fishing junk. As Wilson in the course of his travels

companions received the same treatment. After a journey of nearly twenty-nine days they were landed at a Japanese port, but at the urgent request of the captain of the junk Wilson refrained from putting his case into the hands of the Consul in order that the captain might not be put to any inconvenience owing to the nature and rules of certain of the Japanese laws. On this promise, the captain conveyed Wilson and his companions to the

Ceylon. From that port he managed to stowaway on board an Italian steamer for Naples. He was discovered when two days out, but on narrating his adventures to the captain and adding that he wanted to get to England, the latter gave him a passage to Naples. From here he worked his passage on an Italian steamer to New York, where he arrived in the early part of August. He afterwards journeyed to Montreal, where he shipped on board the *Lake Huron*, and arrived in Liverpool on August 22.

BARBERS, Guitars, Mandolines, Autoharps, Violins, also Strings and fittings for sale at W. R. Hollister and Co.

'Tis all right, Mary," he said patiently. "Go into the price and run for office if you want to. But remember one thing, the octonists will be publishing pictures of you." "I don't care," And they'll put your picture in the paper with your hair out of curl and your hat on crooked." "Do you think they would do that?" she inquired. "Of course. And they'll

thoughtful pause, 'I guess I'll just stay right here and make home happy.

PIANOFORTES tuned—Singly or by yearly contract—High class work—W. Robinson and Co.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometre	29.84	29.95	29.83
Thermidre	77	77	77
Humidity	76	75	75
Direction of			
Wind ...	233	233	3
Force	3	1	1
Weather	b	c	b
Rain			

Rainset open at temperature on the 18th..... 70

Mails.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship **KATSURU-MARU**,
Capt. F. H. SEYMOUR, carrying Her
Majesty's Mails, will be despatched from
this for BOMBAY, on THURSDAY, the
24th October, at Noon, taking Passengers
and Cargo for the above Ports. (This
Steamer connects at Bombay with the S.S.
SHANNON, which Vessel takes on her
Cargo for LONDON, via SUEZ CANAL,
leaving that port on the 10th NOVEM-
BER, 1895.)

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
A. E. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 10, 1895. 1895

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
line to the Pacific Coast and to the In-
terior and Eastern Cities of the UNITED
STATES and CANADA and to Europe.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table. Doctors and Stewards carried.

HONGKONG TO NEW YORK, \$350.
The Railroad travelling is second to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
tains. The Yellowstone National Park
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINERS.

HONGKONG TO TACOMA, \$225.
Rates of Passage to other Ports on ap-
plication.
Special rates allowed to members of Ge-
vernment & others.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Destination	Day	Time
Tacoma	Tuesday	Oct. 24
Strathmore	Tuesday	Nov. 19
Victoria	Tuesday	Dec. 10
Hankow	Tuesday	Dec. 21
Tacoma	Tuesday	Jan. 21
Victoria	Tuesday	Feb. 11

* No Passengers carried by this sailing.

THE Steamship **TACOMA**, Captain R.
CRAWFORD, sailing at Noon, on
TUESDAY, the 20th October, will pro-
ceed to VICTORIA, B.C., and TACOMA,
via SHANGHAI, INLAND SEA, KOBE
and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the day
previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, October 9, 1895. 1895

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

2250

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 30th October,
1895, Noon, the Company's S.S.
OCEANIC, Commandant SCHULTZ,
with MALES, PASSENGERS, FREIGHT,
and CARGO, will leave this Port for the
above places.

Cargo and Special will be registered for
London as well as for Marseilles, and as-
signed in transit through Marseilles for the
principal ports of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 5 p.m. on
the 20th October, 1895. (Parcels may not
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office,
G. TOURNAIRE,
Acting Agent.

Hongkong, October 10, 1895. 1895

WASHING BOOKS.

(In English and Chinese.)
WASHING BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office—Price, 4d each.
China Mail Office.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Destination	Day	Time
City of Rio de Janeiro	Saturday	Oct. 26
Kobe, Inland Sea and Yokohama	Saturday	Nov. 16
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday	Nov. 26

THE U. S. Mail Steamship **CITY OF RIO DE JANEIRO** will be de-
parted for SAN FRANCISCO, via
NAGASAKI, KOBE, INLAND SEA and
YOKOHAMA, on SATURDAY, the
26th October, at Noon, taking Passengers
and Freight for Japan, the United States,
and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passage Tickets granted
England, France, and Germany by
trans-Atlantic lines of Steamers, and to the
principal cities of the United States or
Canada. Ratamays be obtained on applica-
tion.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS, also the CANA-
DIAN PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have,
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted
to Missionaries, members of the Navy,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japa-
nese Ports, to San Francisco, to Atlantic
and Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcels
must be sent to our Office (with address
marked in full) by 5 p.m., on the day
previous to sailing.

Consular Invoices to accompany Cargo
intended to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 7, PRINCE STREET.

J. S. VAN BUREN,
Agent.

Hongkong, October 8, 1895. 1895

Shipping.

Steamers.

THE OREGON RAILWAY AND
NAVIGATION COMPANY'S
PACIFIC STEAMSHIP
LINE.
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(SUBJECT TO ALTERATION.)

Destination	Day	Time
Monte Lebanon	Saturday	10th Oct.
Albino	Saturday	11th Nov.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

The Steamship **Monte Lebanon**
will be despatched hence
FOR PORTLAND, ORE.
ON, via KOBE and YOKOHAMA, on
the 10th October.

Consular Invoice of Goods for United
States Ports should be in quadruplicate;
and one copy must be sent forward by the
steamer to the care of the Freight Agent,
Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and
Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, October 11, 1895. 1895

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship **Chelydra**,
Capt. R. Cass, will be
despatched as above on
TUESDAY, the 22nd Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 10, 1895. 1895

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship **Dardanus**,
Capt. Greaves, will be
despatched as above on
TUESDAY, the 22nd Instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 10, 1895. 1895

FOR DELAGO BAY AND NATAL
(Taking Cargo at through rates for
EAST LONDON, PORT ELIZABETH
and CAPE TOWN).

The Steamship **Ymeria**,
Capt. Weston, will leave
for the above Ports about
the 10th November.

For Freight, apply to
GILMAN & Co.,
Agents.

Hongkong, October 11, 1895. 1895

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR AMOY AND TAMSUI.

The Steamship **Continental**,
Capt. SCHULTZ, will be
despatched for the above
Ports on SATURDAY, the 19th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, October 16, 1895. 1895

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Continental, Capt. TAYLOR, will be
despatched for the above
Ports on SATURDAY, the 19th Instant, at
5 p.m.

This Steamer has Superior Accommoda-
tion for Passengers, and is fitted with the
Electric Light.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, October 16, 1895. 1895

SHANGHAI RACES.

STEAM TO SHANGHAI.

The Norddeutscher Lloyd
Co.'s Steamship
Prinz Heinrich,
Capt. W. SCHMIDT, will
leave for the above place on or about
the 25th Instant.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 9, 1895. 1895

Sailing Vessels.

FOR NEW YORK.

The + 100 A.L.I. British Barque
Engelhorn,
Capt. R. SUMMERS, shortly
expected, will load here for the
above Port, and will have quick despatch.

For Freight, apply to
SIEMSEN & Co.

Hongkong, September 6, 1895. 1895

FOR NEW YORK.

The 3/3 L.L.I. American Ship
P.L. Blanchard,
BLANCHARD, Master, is now
loading for the above Port, and will
have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.

Hongkong, Sept. 5, 1895. 1895

FOR NEW YORK.

The 3/3 L.L.I. American Ship
Wandering Jew,
Capt. NICHOLS, shortly expect-
ed, will load here for the
above Port, and will have quick des-
patch.

For Freight, apply to
SIEMSEN & Co.

Hongkong, September 6, 1895. 1895

FOR NEW YORK.

The 100 A.L.I. British 4-masted
Barque
Maffershorn,
JOHN WILLIAMS, Master, is now
loading here for the above Port, and will
have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.

Hongkong, October 8, 1895. 1895

For Sale.

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.

MITSUBI-BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

FOR SALE.

Messrs. Kelly & Walsh's List
includes the following Works by Dr.
ETHEL:

EUROPE IN CHINA: The History of
the 18th Century. Hongkong, 1894. \$1.00.

HANDBOOK OF BUDDHISM: A
Sanskrit-Chinese Dictionary. Second
Edition. Hongkong, 1888. \$2.50.

THREE LECTURES ON BUDDHISM.
Third Edition. Hongkong, 1894. \$1.50.

PENSHU: Reminiscences of Chinese
Natural Science. Hongkong, 1873.
\$2.00.

CHINESE DICTIONARY IN THE CAN-
TON DIALECT. Four Volumes, with
Appendix. Hongkong, 1877. \$1.00.

CHINESE SCHOOLBOOKS. Translated.
I. The Four Greats. II. The
Thousand Words Poem. \$2.50 per set.
Hongkong, August 9, 1895. 1467

SAILOR'S HOME.

ANY Cast-off Clothings, Boots, or
Furnishings will be thankfully received
at the Sailor's Home, West Point.
Address: Care of Superintendent.

449

Notices to Consignees.

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND
STRAITS.

THE Steamship **Glenary** having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that
their Goods are being landed at their risk
into the Godowns of the HONGKONG and
KOWLOON WHARF AND GODOWN CO., LTD.,
at Kowloon, whence delivery may be ob-
tained.

Cargo remaining undelivered after the
21st Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages and/or shortages not
later than the 25th Instant, otherwise they
will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 14, 1895. 1915

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. **Chelydra** having
arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from
alongside.

Cargo impeding the discharge or remain-
ing on board after To-morrow, 4 p.m.,
will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, October 14, 1895. 1914

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. **Agate**, Captain L. MAISEN,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
alongside.

Cargo will be forwarded unless
notice to the contrary be given before
4 p.m. To-day.

Any Cargo impeding her discharge will
be landed into the Godowns of the Hong-
kong & Kowloon Wharf & Godown Co., Ltd.,
and stored at Consignees' risk and expense.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 18th Inst.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be exhibited on the 18th Inst., at 3 p.m.
No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, October 11, 1895. 1895

OCCIDENTAL & ORIENTAL STEAM-
SHIP COMPANY.

GENERAL AVERAGE S.S. **RELIGIO**.

A PORTION of this Vessel's Cargo hav-
ing arrived, it has been laid in to
the Company's Godowns at Wharfedale, and
Consignees are hereby notified to take im-
mediate delivery.

A General Average Bond must be signed
and a deposit of fifty per cent. (50%) made
on the ARRIVED VALUE of the Cargo
previous to counter-signature of Bills of
Lading.

The Average Bond is lying at the Com-
pany's Office for signature.

J. S. VAN BUREN,
Agent.

Hongkong, October 12, 1895. 1911

INSURANCES.

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MOST-
RESPECTABLE, and others interested in
Houses Property are informed that THE
COMMERCIAL UNION ASSUR-
ANCE COMPANY, LIMITED,
Are prepared to accept risks against LOSS
or DAMAGE by TYPHOONS, at Moderate
Rates.

For Particulars apply to
WILLIAM MACBRYAN,
Local Manager, HONGKONG BRANCH,
Consent House,
Queen's Road Central.

Hongkong, July 1, 1895. 1212

GENERAL NOTICE.

THE CHAI MARINE INSURANCE
COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to
accept MARINE RISKS at Current
Rates on Goods. Policies granted to all
parts of the world payable at any of its
AGENCIES.

CHAN HE-WAN,
Secretary.

HED OFFICE:
No. 42 BOMAN STRAND WEST.
Hongkong, August 22, 1895. 1561

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS & 31st DECEMBER, 1894,
£11,410,128 2s 2d.

Authorized Capital.....£3,000,000.00
Subscribed Capital.....£2,700,000.00
Paid up Capital.....£2,087,500.00
Reserve Fund.....£240,928.33
Revenue Fire Branch.....£1,546,856.15

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN AND CHINESE RISKS at
Current Rates.

SHEWAN & Co.,
Agents.